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Amendments to SpecificationPage 2, lines 4-15:

In copending U.S. patent application Serial No. 09/742,481, filed December 20, 2000, abandoned in favor of Serial No. 10/305,301 filed November 26, 2002, U.S. Publication No. US2003-0134165 A1, it is shown that as the fresh hydrogen-containing fuel flows through the anode flow field upon startup, to displace the air therein, the corrosion of the platinum catalyst and catalyst support occurs as the hydrogen/air interface moves through the anode flow field. The extent of corrosion is mitigated by rapidly purging the air with hydrogen during startup of the fuel cell. In a similar fashion, it is known that as purge air is passed through the anode upon shut-down, there is a hydrogen/oxygen interaction, which creates a potential safety hazard and may cause undesirably large voltage excursions in the cells, as described in copending U.S. patent application Serial No. 09/742,497, filed December 20, 2000, abandoned in favor of Serial No. 10/305,300 filed November 26, 2002, U.S. Publication No. US2003-0134164 A1.

Page 2, line 28 through page 3, line 17:

Referring now to Fig. 1, a vehicle 150 includes a fuel cell stack 151 comprising a plurality of contiguous fuel cells, each having a membrane electrode assembly (MEA) 16, only one fuel cell 12 being shown in Fig. 1. The electrical output at the positive and negative terminals of the fuel cell stack 151 is connected by a pair of lines 155, 156 through a switch 158 to a vehicle propulsion system 159. The output is also connected through a switch 160 to an auxiliary load 161 in a reservoir 164 of a water circulation system, the reservoir having a vent 165. The water circulation system may include a trim valve 166, water passages, such as those within water transport plates 84, 86, 88, 89, a radiator and fan 168, 169 which is selectively operable to cool water circulating in the system, and a water pump 170. Ambient air at an inlet 173 is provided by a pump, such as a blower

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174, to the oxidant reactant gas flow fields of the cathode 19, and thence through a pressure regulating valve 175 to exhaust 176. Hydrogen is supplied from a source 179 through a flow regulating valve 180 to the fuel reactant gas flow fields of the anode 17, and thence through a pressure regulating valve 181 to exhaust 182. A fuel recycle loop includes a pump 183.